

E. W. Jordan's

NO. 10 STORE

FORT STREET

It is always well to the front in Genuine Goods at Fair Prices. Still the store must keep in line with other stores in frontage to the street, so the Government may ask me to move back, which will lessen the size of my store, and I must

REDUCE MY IMMENSE STOCK TO AT LEAST ONE-HALF

I therefore intend to give all of my customers the opportunity to buy goods at prices never before heard of here—Come before you buy else, where and you will say my prices are all right.

To aid Temperance

To Reform a Hard Drinker

Call his attention to the quality of the liquor which he has been drinking. After he has become used to only the best qualities of hard liquors, it is well to call his attention to the quantity of alcohol in a small glassful of spirits. An ordinary drink contains about 1 ounce of pure alcohol, and in many cases more. A strong man can easily take four of these drinks without being much affected by it, but still it means that he takes 4 ounces of pure alcohol within a very short time. How much beer would a man care to drink in the same time? Hardly more than two bottles, equal to 41 ounces of liquid matter.

TAKES MILLER BUFFET BEER

For instance: It contains according to analysis 3.37 per cent alcohol, therefore the total in two quart bottles would amount to only 1.48 per cent, and which would be the amount of alcohol a person would be able respectively care to take within a short space of time. It therefore appears that all temperance workers should endeavor to promote the sale of all practically harmless beverages, such as Miller's Buffet Beer. After a man is once used to drinking the Buffet, he will never go back to strong drink again, a fact well worth to be considered by the promoters of temperance. For further information apply to

HOFFSCHLAEGGER CO. LIMITED.

The Pioneer Wine and Liquor House, 25 King Street, near Bethel.

Golden Rule Bazaar

156 HOTEL ST., OREGON BUILDING.

We take pleasure in notifying our friends and the public generally that we will be

Open and Ready for Business

—ON—

Thursday Morning, Jan. 30

and we extend a cordial invitation to one and all to call and take a look through our new home, where, as usual, will be found ALL THE LATEST PUBLISHED BOOKS, and a FIRST CLASS STOCK OF SOCIETY AND OFFICE STATIONERY. We intend to make the Bazaar the model Book and Stationery Store of the city. A kindly welcome will be extended to all, whether purchasers or visitors.

J. M. WEBB, Proprietor.

M. R. COUNTER

Jeweler and Silversmith.

REPAIRING A SPECIALTY.....

Fine Assortment of Hawaiian Jewelry..

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Wine and Liquor Dealers

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ENGINEERS AND GENERAL CONTRACTORS.

Plans and Estimates furnished for all classes of Contracting Work.

Boston Block, Honolulu.

NEWS OF THE WATERFRONT.

MORE ABOUT THE WAIALUA WRECK

Schooner Malolo' Lost a Sailor Off Kaena Point—News of Island Fleet.

The steamer James Makee, which arrived yesterday morning from Kauai, brought additional news of the wreck of the schooner Waialua at Anahola last Sunday.

Purser Lagan reports that the schooner arrived at Anahola last Friday with a load of lumber. She discharged all her freight, but could not get out to sea, as it was too rough. The Waialua had two anchors out, on Saturday night, one with forty-five fathoms of chain and the other with fifteen fathoms. The vessel drifted ashore on Sunday afternoon about 4 o'clock and is now lying on the beach at Anahola, a total wreck and full of water. Everybody was saved.

The James Makee reported the steamer Ke Au Hou weather bound at Hanalei. She had discharged part of her Kealia freight at Hanalei and had landed her Japs.

The Makee experienced northeasterly winds and rough seas crossing the channel.

The steamer also brought news that the gasoline schooner Malolo had arrived at Hanalei, minus one of her crew, who was washed overboard off Kaena Point. His name was David, but no other details regarding his identity or the manner of his death were forthcoming.

According to Purser Lagan's report, the W. G. Hall had left Koloa for Eleale and Waialeale, discharging freight at Makaweli. The schooners Ka Mo'i and Luka were discharging coal at Koloa. The schooner Alice Kimball was lying at Koloa, having finished discharging. The Kealia Sugar Company had no sugar to report.

Will Not Refund.

The Collector at San Francisco has received the following ruling from the Treasury Department, with regard to the duty collected on shipments from Honolulu to San Francisco, during the "transition" period:

Treasury Department, Jan. 14, 1902. Sir: The Department is in receipt of your letter of October 10 last, relative to the refunding of entries covering merchandise imported from Honolulu subsequent to July 7, 1898, and previous to the taking effect of the Hawaiian Territorial act of April 30, 1900, in cases where protests have been filed.

In reply, I have to invite your attention to the decisions of the Board of General Appraisers of July 16, 1891 (T. D. 2319; G. A. 4967), and December 11, 1891 (T. D. 2347; G. A. 5042), and the decision of the Supreme Court of the United States in Crossman vs. United States (122 U. S.), from which it appears that the Board is not vested with jurisdiction to determine the question whether merchandise is imported from foreign countries within the meaning of the revenue laws.

I have further to direct your attention to Department's circular, No. 129, of July 16, 1898 (T. D. 19668), publishing the joint resolution of July 7, 1898, to provide for annexing the Hawaiian Islands to the United States, paragraph 6, section 1 of which reads as follows:

"Until legislation shall be enacted extending the United States customs laws and regulations to the Hawaiian Islands, the existing customs relations of the Hawaiian Islands with the United States and other countries shall remain unchanged."

In view of the facts set forth, the Department must decline to authorize the refunding of the entries in question, the parties being left to pursue such of the remedies indicated by the court in the Lima vs. Bidwell as they may see fit to adopt.

O. L. SPAULDING, Assistant Secretary.

Hesper to Sail.

The hoodoo bark Hesper will, according to present arrangements, get away for Australia on Sunday morning. Her last stick of lumber has been loaded and work of battening down is proceeding. The Hesper put in here leaking some time ago. A board of survey, consisting of Captains Cameron, Brokaw and Fuller, made an examination of the vessel and ordered certain repairs made before she would be allowed to proceed to sea again. These repairs were made, but it was common talk along the waterfront yesterday that the old bark was leaking as badly as ever, and that despite this, Captain Stevenson had decided to take her out on Sunday, anyhow. It is anticipated that the board of survey will have something to say in the matter, provided that the reports that the vessel is leaking be true.

A Rio Sequel.

SAN FRANCISCO, January 27.—An answer was filed in the United States District Court yesterday by Ruth Miller, as executrix of the last will of Sarah Wakefield, to the petition for limitation of liability of the Pacific Mail Steamship Company in the loss of the steamship City of Rio de Janeiro on February 22 last. The answer denies the seaworthiness of the steamer and charges that officers were inefficient and incompetent in that they did not understand the language of the Chinese crew and could not properly direct its members. It also alleges that there was not a full complement of licensed officers on board, and that gross negligence was shown in attempting to enter the harbor in a fog. It is claimed that sufficient time elapsed between the stranding and the sinking of the steamer for the passengers, among whom was Sarah Wakefield. Damages are asked for in \$51,975, or if the liability is limited, then a pro rata of the sum so decreed.

Alice McDonald Safe.

SAN FRANCISCO, January 29.—The long overdue schooner Alice McDonald has been heard from. Today her owners, Byxbee & Clark, received a letter from Captain Marden from Samoa, stating that the vessel had arrived there in safety. The Alice McDonald had put into Samoa leaking, and Captain Marden was compelled to lighten his vessel by discharging 200 tons of coal. He stated that the schooner had encountered head winds and intermittent gales.

THE LAST PORT.

(Schooner Waialua went ashore at Anahola, February 2.)

In the clutch of a gray nor'easter, She rode to the coaster's doom, With the driven spray for a winding sheet, And for dirge the breakers' boom.

She made at last that dreary port, Where the good and bad ships go—Piled up on Anahola beach, Her bones her ending show.

For years she hugged the cane-clad coasts— Her freight palat or wood, But now her trading days are done, And now she'll rest for good.

And many a peril she has braved, But her voyaging is o'er, No more she'll list to the trade wind's lilt, Or quail 'neath the kona's roar.

And never again will her dusky crew, On her deck, in the hushed lagoon, Together sing their country's songs, Under the round, red moon.

She had her day and her day is done, And now she lies alone, And the waves on Anahola beach Among her timbers moan.

H. M. AYRES.

SHIPPING NOTES.

The transport Sheridan has arrived at Manila.

The La Palma will be measured for new sails this week.

The Mikahala will go on her regular Kauai run this afternoon.

It is expected that the Alameda will have an unpleasant trip to the coast.

The barkentine Planter has been hauled into the stream. She will be painted.

The schooner S. T. Alexander has been chartered to load lumber at Eureka for Sydney.

The brig Consuelo arrived at San Francisco on January 28 in ballast, eighteen days from Hana.

The ship Marie Hackfeld was shifted yesterday from the Railroad wharf to Sorensen's wharf.

The Makee took twenty hours to make the run from Lihue to Honolulu, on account of rough weather.

The bark Prince Louis will leave for Vancouver today. Her mate is better. She will load lumber for Europe.

The gasoline launch Pearl made a run from here to Pearl Harbor yesterday in forty-five minutes; a distance of six miles.

The Hongkong Maru sailed for the Orient promptly at noon yesterday. She had a number of Chinese and Japanese passengers.

The bark Alden Besse will sail for San Francisco tomorrow. The barkentine Newsboy will also get away for Port Townsend.

The James Makee loaded 2500 bags of sugar in two hours and a half at Lihue. The new chute greatly facilitates the work of loading.

The Pearl Harbor dredger was in action in the harbor yesterday, her engines being tested. She will start for Pearl Harbor this morning.

Solace to Come.

Commandant Merry of the naval station has received advice that the U. S. transport Solace left Manila on January 25 for San Francisco, via Guam and Honolulu. She should have reached Guam on January 31, and allowing her a stay of two days there, should arrive here about the 15th inst. Lieutenant Commander G. W. Storey, executive officer on the Solace, and who was not long ago invalided home from here, has entirely recovered his health, and has been attached to the Oregon as executive officer. He went from here on the Alameda, which took the Tilley court of inquiry to the coast. Lieutenant Commander Storey has seen two years' service on the Pacific, and will now be on the other side for an indefinite time.

Auckland Cut Out.

SAN FRANCISCO, January 28.—Information was brought from Sydney that the agents of the Oceanic Company had laid before the Australia postmaster general the advantages of the steamship line to San Francisco as a mail route.

It is proposed to shorten the time between San Francisco and Sydney by omitting Auckland as a port of call, for the large steamers, and calling at Brisbane and Suva, Fiji; Pago Pago and Honolulu only. This, it is pointed out, would afford an eighteen days schedule from Sydney to this port, and considerably shorten the time required to transport mail from the colonies to London, which, even under the present schedule, of twenty-one days from Sydney, makes it possible to reach England with mails ahead of any other route.

To offset shutting out Auckland, it is proposed to operate a branch line of steamers from Auckland to Suva, connecting with the big mail steamers.

Tanner on the Way.

SAN FRANCISCO, January 28.—The brig Tanner got away to sea yesterday afternoon, but it was only on the second call of the tug Sea King that Captain Newhall consented to leave the shelter of the bay. The mate's "indisposition," and the northwest wind detained the brig on Friday, and yesterday, when the Sea King called for the first time, Captain Newhall was ashore. The Sea King took the brig outside and turned her over to the north wind, which will prevent her putting back to port for a while, whether her windmill works or not. The Tanner is bound for Honolulu.

Grant Coming.

SAN FRANCISCO, January 28.—The transport Grant will sail from this port February 7th for Manila, via Honolulu, carrying a cargo consisting of commissary stores and quartermaster's supplies. Though designated as a special boat, and not supposed to carry any troops, it has been deemed necessary that she take a full number of cabin passengers and probably some recruits, who are awaiting transportation.

Good-Bye Protet.

The French cruiser Protet departed for Acapulco, Mexico, at 10 o'clock sharp, yesterday morning. Her leaving was attended by no demonstration of any kind whatever. Before leaving, French Consul Vizarovici visited the cruiser and bade his compatriots bon voyage. Passing the Inter-island wharf, the tri-color was dipped three times. From Acapulco the Protet will probably go to Papeete, Tahiti, the original destination of the battleship.

NEARLY OUT OF ALL PROVISIONS

Old Bark Sonoma From Newcastle Arrives After Trip of Eighty Eight Days.

The bark Sonoma, Captain Stensland, 88 days from Newcastle, arrived this morning with a cargo of 1633 tons of coal. She was reported off port several days ago, but got blown out again by the strong northeasterly wind.

The voyage was a slow and uneventful one until the last week, when there was enough wind to make up for all previous deficiencies.

The crew of the Sonoma would have been up against it good and proper if their vessel had not succeeded in making port yesterday. They were pretty near clean out of grub and it is seldom that a ship runs as short of provisions as the Sonoma did.

There wasn't even enough booze on board to offer a drink to the harbor-master. The "chuck" totaled up as follows: Half a barrel of beef, ten sacks of flour, twenty pounds of coffee, fifteen pounds of tea and nary a mess of beans.

The Sonoma left Newcastle overloaded and being a slow old boat, made poor time. The weather was unpropitious and the pumps had to be kept going nearly all the voyage as the water in her hold showed a disposition to rise on the slightest provocation. When there was wind the windmill pump did the work, but breezes were pretty shy, and the crew had a hard time of it.

Captain Stensland says that for three weeks he lay on and off Hawaii, in a dead calm for a week of that time.

Speaking of the Sonoma's sailing abilities, her mate said yesterday "that she was about as fast as the second coming and that her best gait was dead slow. She strikes her only other gait when she stops.

A Fast Trip.

SAN FRANCISCO, January 29.—A fast trip of the Oceanic Company's steamer Sierra will again probably result in the Colonial mails being landed in London ahead of the time possible by the Suez route. Promptly on schedule time, after her run of nearly 7000 miles from Sydney, the Sierra reached port early yesterday morning, twenty days and ten hours from Sydney and five days, fourteen hours and twenty-one minutes from Honolulu.

The China arrived but a couple of hours ahead of the Sierra, although she sailed from Honolulu almost a day before. The China's time was six days, nine hours and a half.

In Port.

SAN FRANCISCO, January 29.—Julian Bochat, the captain of the French bark Duchesse Anne, who was asphyxiated yesterday, died today at the French Hospital. His remains were removed to the morgue.

Captain Bochat was found in a room in the Europe Hotel, at the corner of Pacific and Sansome streets. It is thought that the asphyxiation was accidental. A new master will come from France to take charge of the Duchesse Anne.

The "Star" Ships.

SAN FRANCISCO, January 29.—Nearly the whole fleet of "Star" ships has been chartered by the Alaska Packers' Association to run to the canneries the coming season. The Star of France, now in port, was chartered some time ago, and the Star of Italy and Star of Russia have been added to the list along with the ship Balclutha and the bark Himalaya, all of the vessels being owned by J. J. Moore & Co.

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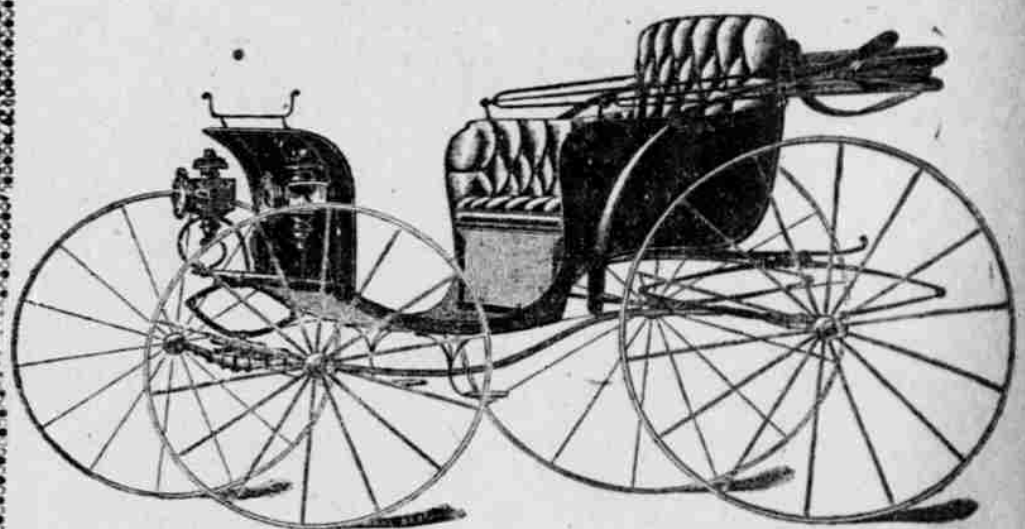
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Look Out for Announcements Later.

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New Store! New Goods!

New Drinks at our Fountain.

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Is not enjoyed by everybody. The blessings of quiet and peaceful slumber are reserved for those who use

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